sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

JUNE 1974

Containers, Kudos And Christening

There are several items of interest which relate to current activities of Military Sealift Command. Perhaps most important is the backlog of containerized cargo to be moved from the U.S. to military organizations overseas. That backlog has been generated by a number of factors, chiefly a growth in outbound U.S. commercial cargo and a general shortage of equipment, including ships, containers and trailers.

The growth of U.S. export trade is of course a great thing for the American merchant marine, and for the country.

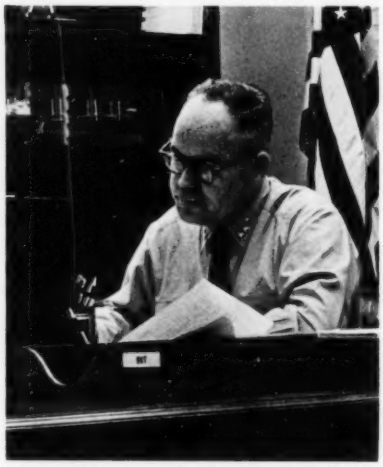
However, MSC's problem is moving the backlog of containerized cargo. It is largely concentrated at inland points, particularly the Defense Department supply complex at Mechanicsburg, Penn.

Commercial response to military requirements to move this cargo has been positive in that the historic percentage of space utilized by Defense Department in ship sailings has been maintained.

However, additional steps were necessary to reduce the backlog. These included charter or otherwise securing the services of container ships on both U.S. coasts, and the use of large numbers of Army Milvans on any ship which had space to carry them, commercial or government owned.

Cooperation among all concerned, MSC, Military Traffic Management and Terminal Service, the shipper services, installations involved, the entire Department of Defense in fact, has been simply outstanding. Very real progress has already been made in solving this problem.

At the same time, the situation has pointed up some significant problems—centered



about heavy dependence of the military supply system on container ship service. This dependence limits flexibility in handling situations like the present backlog. More importantly it raises disturbing questions about flexibility in contingency situations as well. This is a matter that deserves and will receive greater attention by all military departments and the transportation operating agencies.

One of the results of actions taken to reduce the container backlog has been substantially greater costs since most of the alternatives have been more expensive and involve high startup costs as well. On top of the drastic increase in cost of bunkers, rising maintenance and repair costs, and other inflationary pressures, the end result has been a serious deterioration of MSC's financial position. Rates charged military shippers for the next fiscal year will simply have to be higher so that we can recoup losses and restore the command's financial position.

So much for the bad news. On the good side, fleet support operations continue to grow. Taluga is now serving with the Mid East force, Passumpsic with the Seventh Fleet and Marias recently deployed. The ocean-going tugs Mosopelea and Lipan are serving constructively, and Aeolus and Neptune have commenced cable operations. Albert J. Myer continues to win kudos from all concerned for her services in cable laying and repair.

On a personal note I would like to close with a word about the launching of Sealift China Sea which my wife had the honor of christening. It was a proud and thrilling day for the Chase family and I am glad to share our pride and pleasure with all members and friends of MSC.

John D. Chase

Commander, Military Sealift Command

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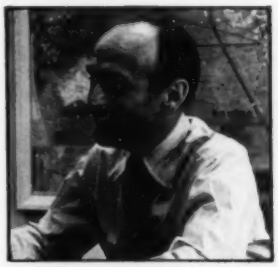

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Brotherhood of Seafarers

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Winner's Circle

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COVER: Area known as the Devil's Triangle burns in the North Atlantic. Design by Howard Rosenberg, photo by Russ Egnor. See story page 11.

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Assessing Sealift Requirements

By Joseph A. Brogan

In the March issue of Sealift, General Paul K. Carlton reported on the activities of the organization he heads, the Air Force's Military Airlift Command.

MAC is already a strategic and logistical airlift force of almost awesome dimensions, but is soon to be expanded to make it even more ready to meet Defense needs. Primarily an organic force, it is therefore readily and easily measureable in terms of numbers, lift capacity, and capability, and its availability in an emergency. It can be considered, in a sense, the cutting edge of the nation's ability to project land forces overseas.

MAC—together with Military Sealift Command—provides the mobility U.S. forces require. They complement one another. Yet, the nation's strategic sealift force is quite different than its airlift force. Very little of the strategic sealift force is under military control since it is not part of the MSC controlled fleet. The vast majority of the force is privately owned, engaged in the foreign trade of the United States. Therein lies the essential difference between United States airlift and sealift assets and capability.

"Very little of the strategic sealift force is under military control since it is not part of the MSC controlled fleet."

The fact that the sealift force is primarily commercial in nature, establishes relationships with other governmental agencies and the industry which govern to a significant extent the development of the force, its availability and its measurement in terms of its responsiveness to contingency plans.

The single most important factor in the development of the sealift force is its commercial viability. This is a fairly obvious fact since private capital must finance an ever increasing share of the construction of new shipping. Accordingly, the numbers of ships, their designs, and their productivity are optimized to meet the commercial needs of the nation. Interest in military needs, if it exists at all, is relatively insignificant. Obviously, a private investor is not going to penalize the profitability of a ship by adding unnecessary design features, of specific interest only to the military.

Once commercial ships and in the case of intermodal carriers, their related ancillary systems, are placed in operation they become essential components of our foreign trade. Ships and integrated shipping systems are not readily available to the military for full ship charter without significant advance notice, or are available only when they are temporarily unemployed during business downturns.

During periods of high employment, which is the case today, merchant ships, both breakbulk and intermodal, are extremely scarce for charter. For example, during the last six months, MSC has not had more than five or six ships offered for charter at any given time in response to a continuing request for proposals to the industry.

It can be truthfully said that an anomaly exists with respect to our strategic forces in the dry cargo ship area. About 58 per cent of the fleet today is less than 14 years of age, a significant improvement from just a few years ago. It is a highly productive fleet consisting of about 110 container ships, several roll-on, roll-off vessels and, when deliveries are completed, more than 20 barge carriers, such as LASH and Seabee. In addition more than 120 fairly modern breakbulk ships under 15 years of age now are almost fully employed in the essential trade routes of the country.

However, in a very real sense the productivity of this fleet diminishes its availability to the Department of Defense under conditions short of requisitioning. It is the productivity factor that makes it most competitive with foreign flag operations. Removal of such ships from commercial operation for charter to MSC for even short periods of time might well destroy a company's competitive position. This is particularly true with respect to intermodal container ships and barge carriers. The militarily useful modern breakbulk ships serve on the trade routes to South America, Africa and South

Asia in large numbers. However, since little Defense cargo moves to these areas, the Military Sealift Command has no way of bringing such ships under the umbrella of its Sealift Readiness Program.

Thus, availability of the sealift force at any given time is questionable. Valid measurement of its capacity and its capabilities in terms of a specific response to transportation requirements is very difficult. This tends to promote reliance on planning assumptions which may produce somewhat misleading conclusions.

"The single most important factor in the development of the sealift force is its commercial viability."

A cursory analysis of new ships being constructed or on order, reveals that most, if not all, will be energy related. Most are large tankers or liquified natural gas carriers, so-called LNGs. This trend is expected to continue for many years.

The tanker fleet of the United States presents, in some ways, a similar but in other ways dissimilar picture. It is similar in the sense that the number of useful ships available for charter is diminishing. Whereas 58 per cent of our dry cargo fleet is less than 15 years of age, only 33 per cent of our tanker fleet is in that age group. Of the approximately 200 ships in the U.S. tanker fleet, about 56 per cent are owned by the major oil companies which employ them in their own service.

"Availability of the sealift force at any given time is highly questionable."

The liner operators in the dry cargo segment of the fleet are somewhat analogous to this segment of the tanker fleet. Forty-four per cent of the fleet is owned by independent operators who charter their ships in the world market.

This also is the major source of MSC chartered tankers. When you consider that MSC draws capability from less than half of the total fleet, and that only 30 per cent is under 15 years of age, and that a significant number of the ships are larger than the military can effectively use, it becomes apparent that increased attention must be given further development of the tanker segment of the U.S. strategic sealift force. Most new tankers under construction are of such great size as to have limited usefulness to the military, especially those in excess of 50,000 deadweight tons.

Any analysis of strategic sealift mobility posture must, of course, deal with the status of the MSC controlled fleet which includes government owned and chartered commercial ships. The forecasted controlled fleet for fiscal year 1975 will consist of only 12 deep draft nucleus fleet ships. This number includes only two relatively modern roll-on, roll-off ships and one modern C-4 which MSC hopes will be transferred from the custody of the Maritime Administration to the command.

Obviously the force lacks many desirable military features in addition to its quantitative deficiencies. Its roll-on, roll-off and helo carrying capacity are seriously deficient. In particular, there is no capability to permit fly-away delivery of large numbers of helos. It has only a limited ammunition-carrying ability. This deficiency must be seriously examined in the future.

Since much of the merchant marine, and a large number of the ships committed to MSC's Sealift Readiness Program are container ships, it is obvious that container ships must be relied upon for future movement of ammunition. When one considers that it took approximately 150 conventional breakbulk ships to maintain the ammunition pipeline during the Vietnam War, it is obvious that ammunition resupply will be a driving factor in the development of sealift force levels and ship designs.

"The organic sealift force operated by MSC was, and is, an accident consisting primarily of leftovers from World War II."

The MSC-controlled fleet contains no shallow draft, intra-theatre distribution capability. MSC has only one relatively small dry cargo ship in its controlled fleet and a small number of tankers. Considering the number of ships required to support intra-theatre distribution requirements in the Vietnam War, one can only conclude that this shortfall also requires serious examination. While a large number of LSTs are being held in reserve, it is well to remember that the majority are obsolete World War II hulls.

Further, in all likelihood, it will not be possible to rely too heavily upon commercial intra-theatre distribution assets, especially those which are part of commercial barge operations. They no doubt will be heavily committed to commercial operations.

At the present time MSC supports intra-theatre operations with ships that are in most cases too large for the job. Smaller ships which might be suitable exist in the commercial world. But, the great majority are foreign-flag vessels. This, then, is one other aspect of strategic mobility which must be examined—especially

since much of the trans-ocean resupply of any deployed military forces will be by large highly productive ships which can not be retained as intra-theatre assets for either storage or distribution purposes.

The forecasted fiscal year 1975 tanker operating forces will consist of 39 deep draft tankers. This includes nine new Sealift class vessels, each 25,000 deadweight tons. This force is augmented as required by short-term charters, if available.

The chartered fleet will consist of 14 Challengers, two ice strengthened C-3s and the roll-on, roll-off ship Admiral Callaghan.

These 17 ships are the only modern hulls in the dry cargo fleet. In addition the chartered fleet will consist of two heavy-lift ships, five C-4s and two Seatrain ships, all of which are World War II hulls converted during the early 1950s for MSC use.

These 38 deep draft nucleus and chartered ships are the sum total of what can be called MSC's controlled dry cargo strategic sealift force. Very little of it is modern. Only a fraction of these assets could be positioned at any one time, in any one place, on short notice, in response to a contingency situation.

"The present strategic sealift force of the United States does not have the characteristics of the U.S. airlift force in certain very essential areas."

It is apparent that the present strategic sealift force of the United States does not have the characteristics of the U.S. airlift force in certain very essential areas. While it can be counted arithmetically, it can not be readily and critically measured in terms of its availability. It is not controlled by the military. Its development past, present and future, will be influenced only minimally by the Department of Defense.

What about the future? It seems almost unnecessary to say that the Military Sealift Command controlled fleet must be modernized. It must develop its own cutting edge, however small. It must have the capability to provide a rapid response until such time as commercial capability can be acquired in as orderly a manner as possible, and without undue penalty to commercial interests during contingencies.

The development and use of that fleet at the same time must take cognizance of the legitimate interests of the industry. It is axiomatic that the need to support U.S. flag shipping must continue to be recognized, and all possible support provided.

An essential part of any evaluation of the size and composition of the future MSC controlled fleet must be realistic assessment of the readiness of the merchant marine to fulfill its obligations, to be in fact an auxilliary military force as provided by law.

Future planning for sealift forces, both commercial and MSC controlled, must be based on four essential factors: (1) Rapid response—Can the force be closed in the time required? (2) Flexibility—Can the force be projected ashore and maintained in austere environments? (3) Availability—Is shipping available in the amounts required? Finally, can the cargo be discharged in a ready-for-use condition, to the maximum extent possible?

How that fleet is to be supported in peacetime is of course a critical part of the equation. It is likely, perhaps in the not too distant future, that there may not be sufficient overseas based troops to generate a requirement of sufficient size to economically employ MSC and MAC organic forces. Yet, in reality, those forces are the means whereby national interests and obligations are to be supported. They are not merely peacetime transportation assets to be sized and funded by peacetime requirements. Both MSC and MAC organic capabilities in peacetime must be considered as contingency forces. They are extensions of weapons systems.

Consideration of the above factors would appear to drive the solutions to the sealift dilemma toward a large, specially designed, MSC controlled fleet. However, this is neither economically nor politically desirable. The problems that then must be addressed in a most critical manner concern how to acquire merchant ships for contingency purposes in the least possible time, and how to effectively use ships not designed for military purposes. Finally, it must be determined how best to acquire the assets necessary to modernize the MSC fleet.

There has been a tendency in the past to back into this latter aspect of the problem. It can be said that the organic sealift force operated by MSC was, and is, an accident consisting primarily of leftovers from World War II. Gradual disappearance of these leftovers have made this force somewhat ephemeral.

There has also been a tendency to structure MSC's organic fleet on peacetime-use criteria, on how many ships and what types can be economically maintained in peacetime for the point-to-point transportation of military cargo. If the development of the airlift force were keyed to this benchmark, it would not be the ready force it is today. It is evident that those responsible for planning the development of the strategic sealift force must critically size the force on the basis of known

requirements, just as in airlift. Planners can no longer afford to rely on easy solutions based on somewhat facile assumptions.

"It is the obligation of MSC, the Navy and the Joint Chiefs of Staff to delineate the requirements which will exist."

It is also obvious that even a modest program of modernization for the MSC controlled fleet will meet opposition from certain segments of the maritime industry, the government and the Congress, unless assurances are made that support of the commercial segment of our strategic sealift forces will continue to be provided in accordance with current laws and agreements.

While discussing sealift modernization, one should keep in mind the recent so-called container shortfall which has caused a backlog of military traffic for several months. The reasons for this shortage are well known. The shortfall affects both military and commercial shippers alike. MSC has been getting a fair share of not only ship space, but, to the extent that the command can determine, a fair share of linehaul capability.

The greatest concern the shortfall has raised is not the relatively minor inconvenience and dislocation brought about by the present situation, but its long-term and larger military implications. These stem from a heavy reliance on commercial container systems. The advantages of containers are well known. There should be no retrogression in this area. But, it is necessary that a more critical assessment be made of the degree of this reliance in a military environment, particularly in the land segment.

It is obvious that intermodal systems are extremely sensitive to minor distruption. The loss of only one or two ships, or a slowdown in ship movements, or a shortage of linehaul capability, can have serious repercussions on the supply system.

The very nature of these intermodal operations enlarge the concept of strategic mobility from an air and sea equation to one of air, sea and land. And thus, the problem. If previous assumptions with respect to the availability and viability of our existing sealift forces must be challenged, consideration should be given to how those sealift forces can be effectively developed within the context of existing government organizations.

Our most realistic sealift requirements must be identified and established without prior accommodation to only that which is thought to be achievable because of opposition from certain sectors, and funding constraints. These decisions will necessarily be made at the higher levels of government. But it is the obligation of MSC, the Navy and the Joint Chiefs of Staff to accurately delineate the requirements which will exist.

Especially important are the requirements which strategic mobility planners must identify for additional roll-on, roll-off ships, for breakbulk ships needed to deliver ammunition, for small tankers able to meet military needs, and for small, shallow-draft ships which can be used for intra-theatre distribution. It also should be determined how container ships can best be employed for delivery of ammunition.

As has been said, the most difficult journey begins with the initial step, in this case the determination of requirements so that the nation's strategic sealift force can be structured to fulfill those requirements.

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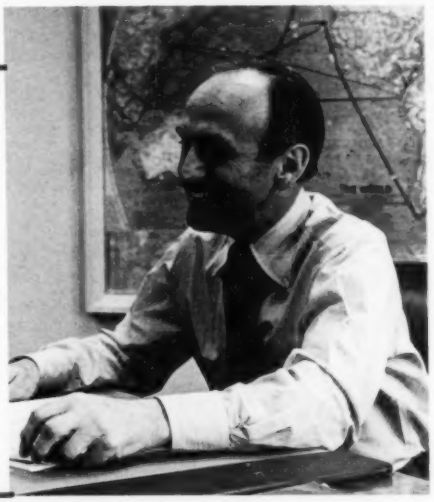

Joseph A. Brogan joined MSC in 1952 (then known as Military Sea Transportation Service) and served in several positions in the cargo and transport divisions.

After five years as deputy director of operations, he became shipping advisor to the commander in 1969.

In mid-1973 he became deputy executive director for transportation.

Cyclops at Sea

By Howard L. Rosenberg

Television has probably been one of the greatest influences on molding the lifestyles of man since Henry Ford started mass-producing automobiles. Millions depend on it for entertainment, news and information.

Acclimated to the glowing cyclops, the merchant seaman is denied the tube when he sails out of port. At sea there is little to break the monotony of his day-to-day shipboard life. No broadcasting stations can reach far out to sea and except for a few meager hours it takes modern ships to turn around in port, a ship's television is an idle machine tucked into the corner of the crew's lounge staring at the clustered chairs with a blank expression.

However, this may soon change. During leisure time USNS Vanguard crew members and scientists had during the 10 months the ship was at Mar del Plata, Argentina supporting the Skylab mission, they watched first run movies on their own television sets, without commercials. If things work out, it could happen on every ship in the MSC fleet. In fact, it could happen on every ship in the American flag merchant fleet. At least that's the hope of MSC supply officers and the United Seamen's Service working with the American Merchant Marine Library Assn.

It all started almost two years ago when an enterprising engineer approached supply officers at MSC, Atlantic and presented the idea of placing video cassette machines and closed circuit televisions aboard MSC ships.

The engineer had done his homework. He had designed the sets specifically for shipboard use, right down to mounting them on the bulkhead. The idea sounded reasonable, so members of MSC, Atlantic and MSC headquarters in Washington, including Ed Sita, deputy director of MSC, Atlantic exchange and special services division and Capt. Robert C. Van Osdol, MSC headquarters supply officer, sat down and worked out a pilot program to be tested aboard USNS Vanguard which was scheduled for nearly a year's deployment to Argentina.

Four sets and four cassette players were installed. During the past year, some 150 movies were shown before the contractor's supplies ran out. Sita and his associates surveyed reactions of the men aboard Vanguard and the response was 85 per cent favorable. The other 15 per cent complained that the TV screens were too small, a problem already being worked on.

Sita said the advantage of the system is that "you have functional TV sets for viewing local programs and the capability of showing movies on the screen, and you don't need all the paraphenalia necessary for 16mm projection—qualified projectionists, projectors, film splicers, screens and so forth. Instead, any crew member need only drop a cassette cartridge into the player, press a button and you're in business."

The only problem that really plagued MSC's pilot program is that the company was unable to supply MSC ships with the quantity of films needed.The contract had to be terminated when only about 150 films had been delivered to MSC because the contractor simply could not provide any more. MSC is now looking for someone who can deal directly with producers and distributors of motion pictures so that the command can secure large quantities of first run movies in video cassette form.

Van Osdol explained "we'll start small and eventually supply all the ships. In the beginning, deployed special project ships like USNS Dutton and USNS Bowditch will get the system, since they don't get back to port for long periods of time."

"Cassettes would cost us about half of what we spend annually to supply our ships with 16mm films—$150,000 versus $300,000", said Captain Van Osdol. "We pay the Bureau of Naval Personnel 40 cents per print, per day and that's from the time the film is checked out until it's checked back in a Navy film library."

The biggest cost is mailing. Van Osdol said a whole month's supply of cassettes can be mailed for what it costs to send one 16mm film.

Sita agreed. "This video system cuts out 85 per cent of the weight and cubic measurement of the 16mm system which adds up to a tremendous cost savings," he said. "The only problem is the inability of the contractor to provide the software (the films). We laid an additional responsibility on the contractor to provide movies in titles listed in the Navy Motion Picture Service catalog—2,500 films—and he couldn't do it."

According to Captain Van Osdol, it cost from $1,200 to $1,400 dollars to put a video cassette system aboard a ship, but before it can be done, MSC needs assurance that a contractor can provide films to make the system pay off.

Aboard Vanguard, MSC installed a coaxial closed circuit cable capability that allowed projection of normal local TV programs into any com-

partment that had a TV set. Then space technicians hooked it up so the movies could be projected into each individual room.

Navy has been looking into the program for use in all fleet ships. However, they have problems MSC does not. For instance, while Bureau of Personnel supplies all the films through its Navy Motion Picture Exchanges, Naval Ship Systems Command (NAVSHIPS) supplies all the hardware going to fleet ships. Since NAVSHIPS has just completed replacing 16mm equipment used for training and entertainment with 8mm equipment to be used only for training, they are obviously reluctant to throw it all away for cassette systems.

"Originally," said Sita, "the only reason we had 16mm film equipment on Navy fleet ships was for training purposes. Now since NAVSHIPS converted to 8mm solely for training films, they have to make a decision whether to continue to buy replacement 16mm equipment for entertainment, or convert to cassettes which can handle both training and entertainment."

Navy is presently placing SITE (Shipboard Information, Training and Entertainment) systems aboard active ships. After a ship or station is designated by the Office of Information of the Armed Forces as an American Forces Radio and Television Service (AFRTS) affiliate, they are eligible to receive the SITE system.

SITE consists of four components: 16mm film equipment, one-inch video tape players, 35mm slide projectors and closed circuit TV cameras for live presentations. It also has an audio playback capability for spot announcements.

Lt. Richard Falerni of the Navy Internal Relations Activity said, "Ships with the SITE system receive entertainment programming from AFRTS in Los Angeles and it comes in one-inch helical scan videotape format. The initial program calls for 138 ships to have SITE systems."

Once a video cassette system is installed aboard ship, the uses "are limited only by the imagination," said Sita.

United Seamen's Service—American Merchant Marine Library Assn. (USS-AMMLA), a non-profit organization, ultimately hopes to place cassette systems aboard all U.S. flag vessels. After learning of MSC's pilot program, USS-AMMLA's idea for a shipboard cassette library was developed during a seminar held in March 1973. Attending were maritime, government, management and labor representatives.

Last March, Edward J. Sette, executive director of USS, and Michael Gales, executive vice president of Stella Maritime Video Corp. signed an agreement whereby the USS will place video cassette players made available by AMMLA on all U.S. flag vessels.

The program calls for a complete system and library of tapes covering educational programs, safety programs and entertainment programs. At present one 26-tape program can earn the viewer a high school equivalency diploma. Other programs cover retirement, computer technology, upgrade training, fires at sea and first aid.

In the future, USS hopes to make tapes of the schematics of ships while they are being built, so engineers aboard the ship simply need to study

Ernest Piggott (right) explains operation of the cassette system at a Washington, D.C. demonstration.

the tape to know where a particular part is, what it looks like, how to install it or how to fix it.

Various union schools have provided USS with upgrade training materials in all areas which are being made into educational tapes.

The National Audio-Visual Center and the Third Naval District in New York have provided safety films to be made into tapes.

"The USS considers what the program does for the ship owner in areas of productivity and for the men in terms of habitability," said Ernest Piggott who is heading up the program for USS-AMMLA. Remarking on unique conditions seamen face on today's modern ships, Piggott explained, "On super-tankers a man can walk a quarter of a mile before he sees a shipmate. We're studying the possibilities of cassette programs easing the strain of long months at sea."

Movies can be shown by simply dropping a cassette into the video player.

USS has been working on the program for a year and they have compiled a program, along with Stella Maritime, of 110 features that run 220 hours. The cost is $3,400—which includes the cost of leasing the equipment. According to Piggott, it is roughly equivalent to the cost of the same number hours of 16mm film.

From left are the video cassette player, cassette cartridges, and a television set hooked into the player.

"Most companies want two sets of hardware and one set of tapes," said Piggott. "What might appeal to a deck officer at a certain time of day, might not appeal to an ordinary seaman. This way they can run two tapes simultaneously on two different subjects and the cost of an extra set of hardware runs about $1,000."

Private shipping companies are making their own tapes for distribution to their own personnel. Exxon, after investing thousands to make their own films, has now hired a professional organization to produce safety and training films. One problem, Piggott said, "was while using their own personnel, they would either clam up with nervousness, or ham it up—so now they are investing $34,000 for each half-hour program."

The first company to sign for the video cassette program offered by USS was Keystone Shipping. National Maritime Union President Shannon Wall announced that the union would fund half the cost of installing cassette systems in the first company contracting with NMU that decided to do it. Keystone was the first.

The MSC program is still up in the air, and command officers are evaluating the USS-AMMLA program. "The command is behind the idea 100 per cent as long as we can be sure we can provide our ships with the quality and quantity they need," said Captain Van Osdol. "You can't watch the same movie day after day. Besides, the men get upset if they don't get a movie every day at sea that's reasonably new."

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Exorcising the Devil's Triangle

By Howard L. Rosenberg

During the past century more than 50 ships and 20 aircraft sailed into oblivion in the area known as the Devil's Triangle, Bermuda Triangle, Hoodoo Sea, or a host of other names.

Exactly what happened to the ships and aircraft is not known. Most disappeared without a trace. Few distress calls and little, if any, debris signaled their disappearance.

Size of the triangle is dictated by whoever happens to be writing about it, and consequently what ships and the number lost depends largely on which article you read.

Vincent Gaddis, credited with putting the triangle "on the map" in a 1964 Argosy feature, described the triangle as extending from Florida to Bermuda, southwest to Puerto Rico and back to Florida through the Bahamas. Another author puts the apexes of the triangle somewhere in Virginia, on the western coast of Bermuda and around Cuba, Dominican Republic and Puerto Rico. Sizes of the areas described range from 500,000 to 1.5 million square miles.

Whatever the size or shape, there supposedly is some inexplicable force within it that causes ships and planes to vanish.

According to Richard Winer, who recently completed a TV film documentary on the area, one "expert" he interviewed claims the missing ships and planes are still there, only in a different dimension as a result of a magnetic phenomenon that could have been set up by a UFO (Unidentified Flying Object).

Winer is currently writing a book on the subject and has traveled most of the area in his sailboat. He confesses he "never saw anything unusual."

Winer's TV program dealt mostly with the strange disappearance in 1945 of five Navy TBM Avengers with 14 fliers who flew from Ft. Lauderdale into the triangle never to return. A PBM Mariner with a 13-man crew was sent out to search for the fliers. It too, never returned.

Few have really dug into all the aspects of this mystery, but many are content to attribute the loss of Flight 19 to some mysterious source, like UFOs. Michael McDonnel did do some digging. In an article he wrote for the June 1973 edition of Naval Aviation News he suggested the most realistic answer to the loss of Flight 19 was simply, that after becoming lost, they ran out of gas. Many question that possibility by asking, "How could such experienced pilots get lost? How could all the compasses be wrong?"

If the planes were flying through a magnetic storm, all compasses could possibly malfunction. Actually, man's knowledge of magnetism is limited. We know how to live with it and escape it by going into space, but, we really don't know what exactly it is.

As for the pilots' experience, Flight 19 was a training flight. Though advanced, it was still training. Even the most "experienced" pilots make mistakes.

McDonnel concludes his article with the statement, "Former TBM pilots that we questioned express the opinion that the crew of an Avenger attempting to ditch at night in a heavy sea would almost certainly not survive the crash. And this, we feel was the case with Flight 19. The aircraft most probably broke up on impact and those crewmen who might have survived the crash would not have lasted long in cool water."

The PBM Mariner was specifically designed as a rescue plane with the ability to remain aloft for 24 hours. But, the Mariners also were nicknamed "flying gas tanks" by those who flew them. It was common for a pilot to search the crew members before each flight for matches or cigarette lighters because gas fumes often were present. After this Mariner disappeared, Navy soon grounded all others.

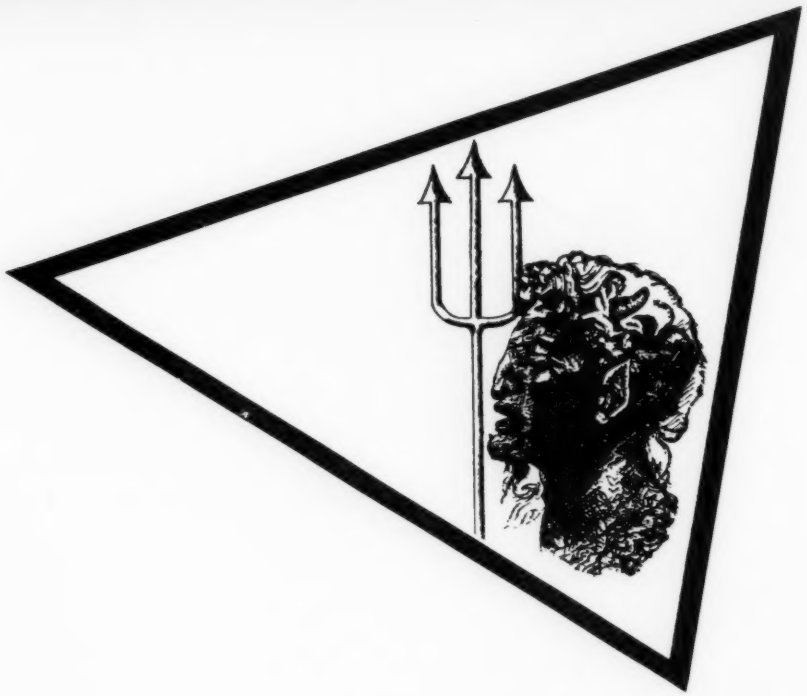
Another mysterious disappearance that baffles researchers is that of the SS Marine Sulphur Queen. Bound for Norfolk, Va. from Beaumont, Texas, the tanker was last heard from on Feb. 3, 1963 when she routinely radioed her position. The message placed her near Key West in the Florida Straits.

Three days later, Coast Guard searchers found a solitary life jacket bobbing in a calm sea 40 miles southwest of the tanker's last known position. No other sign of the missing tanker or her 39-man crew has ever been found.

The absence of bodies might be explained by the fact that the waters are infested with sharks and barracuda. As for the tanker, she was carrying 15,000 long tons of molten sulphur contained in four metal tanks, each heated to 275 degrees Fahrenheit by a network of coils connected to two boilers.

No one knows for sure whether she blew up, but it is a possibility. If gas escaped from the tanks and poisoned the crew, the radio officer may have not had time to send a distress call before being overcome. The slightest spark could have set the leaking sulphur afire in an instant.

Writing in the Seamen's Church Institute of New York's magazine, The Lookout, Paul Brock said that



officers on a Honduras flag banana boat "reported to the Coast Guard that their freighter ran into a 'strong odor' 15 miles off Cape San Antonia, the western tip of Cuba, just before dawn on February 3. The odor was 'acrid' ".

Brock speculates that they could have smelled the fumes coming from the Sulphur Queen "floating somewhere over the horizon, her crew dead and her cargo blazing."

According to Brock, T-2 tankers like the Sulphur Queen had a history of battle failure. He said that "during the preceding 11 years, three T-2s had split in half." Brock also cites a case in December 1954 when a converted Navy LST, the Southern District, was heading up the North Carolina coastline when she disappeared without a trace or distress call. Her cargo was powdered sulphur.

One of the most celebrated stories of Devil's Triangle victims, is that of USS Cyclops which disappeared in March of 1918.

In his television program, Richard Winer indicated the captain of the Cyclops was rather eccentric. He was reputedly fond of pacing the quarterdeck wearing a hat, a cane and his underwear. Prior to the Cyclops disappearance there was a minor mutiny by some members of the crew which was promptly squelched by the captain and the perpetrators were sent below in irons. None of this really offers a clue to what happened to the collier Cyclops, but it suggests something other than a mysterious force might have led to her doom.

According to Marshall Smith writing in Cosmopolitan, September 1973, "theories ranged from mutiny at sea to a boiler explosion which carried away the radio shack and prevented any distress call." One magazine, Literary Digest, speculated that a giant octopus rose from the sea, entwined the ship with its tentacles and dragged it to the bottom. Another theory was that the ship suddenly turned turtle in a freak storm, trapping all hands inside.

Fifty years later, novelist Paul Gallico used the idea as the peg for a novel called The Poseidon Adventure which was made into a successful movie in 1972.

Cyclops was assigned to the Naval Overseas Transportation Service, which became the Naval Transportation Service, which merged with the Army Transport Service to become the Military Sea Transportation Service and then Military Sealift Command. When she sailed she was loaded with 10,800 tons of manganese ore bound for Baltimore from Barbados in the West Indies.

Information obtained from Germany following World War I disproved the notion that enemy U-boats or mines sank the Cyclops. None were in the area.

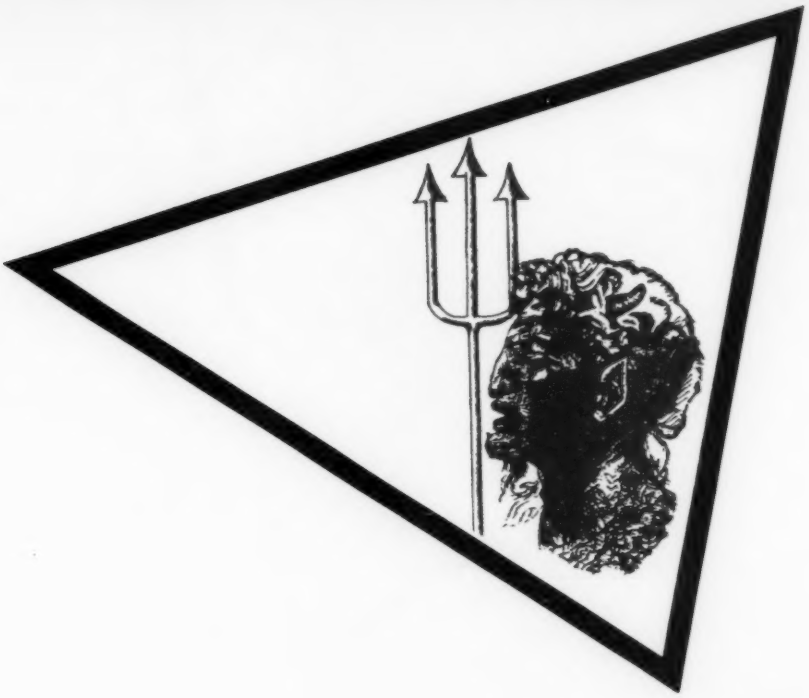
Another story concerns the loss of the nuclear submarine USS Scorpion in the Devil's Triangle. It is impossible to stretch even the farthest flung region of the triangle to include the position of the lost sub.

Truth is, Scorpion was found by the MSC oceanographic ship USNS Mizar about 400 miles southwest of the Azores, nowhere near the Devil's Triangle. Its loss was attributed to mechanical failure, not some demonic denizen of the deep.

There are literally thousands of cases of lost ships ever since primitive man dug a canoe out of the trunk of a tree and set it in the water. Why all this emphasis on the Devil's Triangle? It's difficult to say.

It would seem that, historically, whenever man was unable to explain the nature of the world around him, the problems he faced were said to be caused by gods, demons, monsters and more recently, extra-terrestrial invaders.

Before Columbus set sail and found the Americas, it



was believed that the world was flat and if you sailed too far west, you would fall off the edge. That reasoning prevails concerning the Devil's Triangle. Since not enough scientific research has been done to explain the phenomenon associated with the area, imagination takes over. UFOs, mystical rays from the sun to the lost Continent of Atlantis, giant sea monsters and supernatural beings are linked to the mysterious disappearances in the triangle.

To someone unprepared to take on the immense work of scientific research, supernatural phenomenon make for an easy answer. But, it is amazing how many supernatural things become natural when scientifically investigated.

There are a number of natural forces at work in the area known as the Devil's Triangle, any of which could, if the conditions were right, bring down a plane or sink a ship.

Many reputable scientists refuse to talk to anyone concerning the Devil's Triangle simply because they do not want their good names and reputations associated with notions they consider ridiculous.

One expert on ocean currents at Yale University, who asked not to be identified, exploded into laughter at the mention of the triangle and said, "We confidently, and without any hesitation, often go to sea and work in that area." Another scientist refused to talk about it.

Atmospheric aberrations are common to jet age travelers. Few have flown without experiencing a phenomenon known as clear air turbulence. An aircraft can be flying smoothly on a beautifully clear day—suddenly hit an air pocket or hole in the sky and drop 200 to 300 feet.

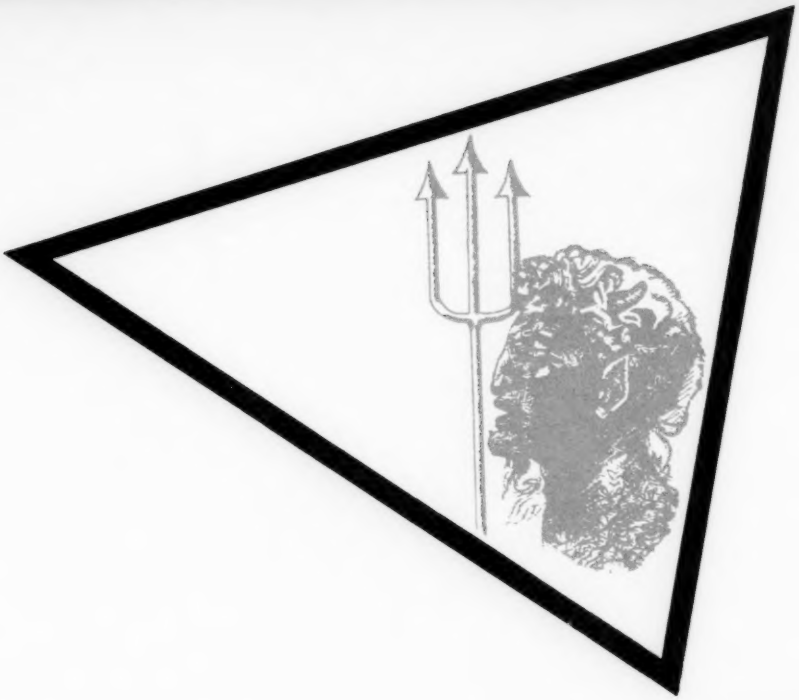
Lt. Cmdr. Peter Quinton, meteorologist and satellite liaison officer with the Fleet Weather Service at Suitland, Md., said, "You can come up with hundreds of possibilities and elaborate on all of them and then come up with hundreds more to dispute the original ones."

"It's all statistical," he said, "there's nothing magical about it." According to Quinton, the Bermuda Triangle area is notorious for unpredictable weather. The only things necessary for a storm to become a violent hurricane are speed, fetch (the area the wind blows over) and time. If the area is large enough, a thunderstorm can whip into a hurricane of tremendous intensity. But hurricanes can usually be spotted by meteorologists using satellite surveillance. It is the small, violent thunderstorms known as meso-meteorological storms that they can't predict since they are outside of normal weather patterns. These are tornadoes, thunderstorms and immature tropical cyclones.

They can occur at sea with little warning, and dissipate completely before they reach the shore. It is highly possible that a ship or plane can sail into what is considered a mild thunderstorm and suddenly face a meso-meteorological storm of incredible intensity.

Satellites sometimes can not detect tropical storms if they are too small in diameter, or if they occur while the satellite is not over the area. There is a 12-hour gap between the time the satellite passes over a specific part of the globe until it passes again. During these 12 hours, any number of brief, violent storms could occur.

Quinton said, "Thunderstorms can also generate severe electrical storms sufficient to foul up communication systems." Speaking of meso-meteorological storms, which she dubbed "neutercanes," Dr. Joanne Simpson, a prominent meteorologist at the University of Miami, said in the Cosmopolitan article that "These small hybrid type storm systems arise very quickly, especially over the Gulf Stream. They are several miles in



diameter, last a few minutes or a few seconds and then vanish. But they stir up giant waves and you have chaotic seas coming from all directions. These storms can be devastating."

An experienced sailor herself, Dr. Simpson said on occasion she has been "peppered by staccato bolts of lightning and smelled the metallic odor of spent electricity as they hit the water, then frightened by ball lightning running off the yards." Sailors have been amazed for years by such lightning storms and static electricity called "St. Elmo's Fire."

Aubrey Graves, writing in This Week magazine, August 4, 1964, quotes retired Coast Guard Capt. Roy Hutchins as saying, "Weather within the triangle where warm tropical breezes meet cold air masses from the arctic is notoriously unpredictable."

"You can get a perfectly good weather pattern, as far as the big weather maps go, then go out there on what begins as a fine day and suddenly get hit by a 75-knot squall. They are localized and build up on the spot, but they are violent indeed."

Many boatmen, Hutchins said, lack understanding of the velocity of that "river within the ocean" (Gulf Stream) which at its axis surges north at four knots. "When it collides with strong northeast winds, extremely stiff seas build up, just as in an inlet when the tide is ebbing against an incoming sea."

"The seas out there can be just indescribable. The waves break and you get a vertical wall of water from 30 to 40 feet high coming down on you. Unless a boat can take complete submergence in a large, breaking sea, she can not live."

Last year, the Coast Guard answered 8,000 distress calls in the area, 700 a month or 23 a day. Most problems could have been avoided if caution had been used. The biggest trouble comes from small boats running out of gas. According to the Coast Guard, an inexperenced sailor is looking for trouble out there. A small boat could be sucked into the prop of a big tanker or swamped in a storm and never be seen again.

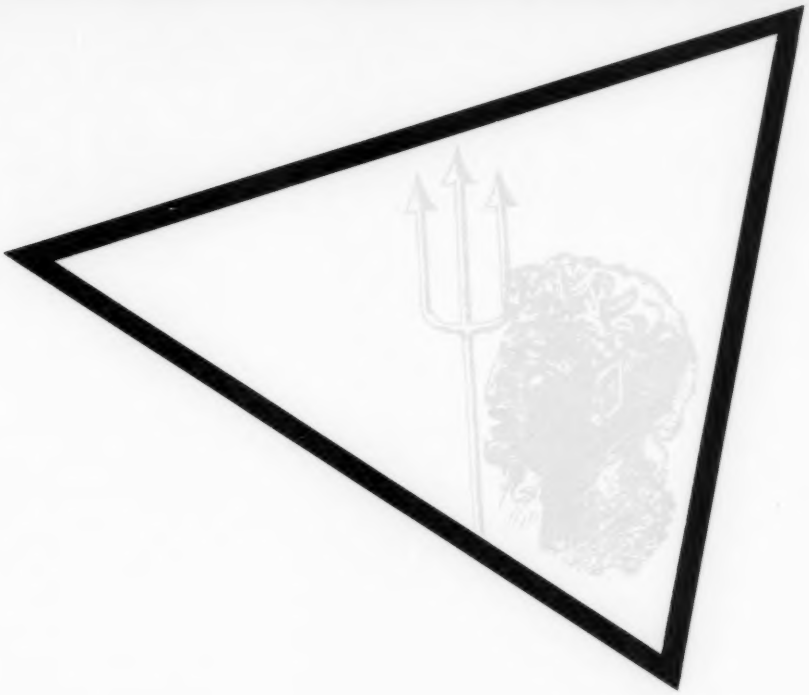
Another phenomenon common in the region is the waterspout. Simply a tornado at sea that pulls water from the ocean surface thousands of feet into the sky, the waterspout could "wreck almost anything" said Allen Hartwell, oceanographer with Normandeau Associates.

Hartwell explained that the undersea topography of the ocean floor in the area has some interesting characteristics. Most of the sea floor out in the Devil's Triangle is about 19,000 feet down and covered with deposition, a fine-grained sandy material. However, as you approach the East Coast of the United States, you suddenly run into the continental shelf with a water depth of 50 to 100 feet. Running north along the coast is the Gulf Stream which bisects the triangle carrying warm tropical water.

Near the southern tip of the triangle lies the Puerto Rico Trench which at one point is 27,500 feet below sea level. It's the deepest point in the Atlantic Ocean and probably holds many rotting and decaying hulks of Spanish treasure galleons.

Many articles concerning the triangle have made the erroneous statement that the Navy formed Project Magnet to survey the area and discover whether magnetic aberrations do limit communications with ships in distress, or contribute to the strange disappearance of ships and aircraft.

Truth is that Navy's Project Magnet has been surveying all over the world for more than 20 years, mapping the earth's magnetic fields. According to Henry P. Stockard, project director, "We have passed over the area hundreds of times and never noticed any unusual magnetic disturbances."



Also passing through the Devil's Triangle is the 80th meridian, a degree of longitude which extends south from Hudson Bay through Pittsburgh then out into the Triangle a few miles east of Miami. Known as the agonic line, it is one of two places in the world where true north and magnetic north are in perfect alignment and compass variation is unnecessary. An inexperienced navigator could sail off course several degrees and lead himself hundreds of miles away from his original destination.

This same line extends over the North Pole to the other side of the globe bisecting a portion of the Pacific Ocean east of Japan.

This is another part of the world where mysterious disappearances take place and has been dubbed the "Devil Sea" by Philippine and Japanese seamen. Noted for tsunami, the area is considered dangerous by Japanese shipping authorities. Tsunami , often erroneously called tidal waves, are huge waves created by underground earthquakes. These seismic waves have very long wave lengths and travel at velocities of 400 miles per hour or more. In the open sea they may be only a foot high. But as they approach the continental shelf, their speed is reduced and their height increases dramatically. Low islands may be completely submerged by them. So too may ships sailing near the coast or above the continental shelf.

Quite a bit of seismic activity occurs off the northern shoreline of Puerto Rico. Seismic shocks recorded between 1961 and 1969 had a depth of focus ranging from zero to 70 kilometers down. Relatively shallow seaquakes could create tsunamis similiar to those in the Pacific Ocean, but few have been recorded.

A distinct line of shallow seaquake activity runs through the mid-Atlantic corresponding with the features of the continental shelf of the Americas.

Some claim we know more about outer space than we do about inner space, including the oceans. If that is true, much information has yet to be developed concerning the Devil's Triangle. As recently as 1957 a deep counter-current was detected beneath the Gulf Stream with the aid of sub-surface floats emitting acoustic signals. The Gulf Stream and other currents have proved to consist of numerous disconnected filaments moving in complex patterns.

What it all adds up to is that the majority of the supernatural happenings offered as explanations for the Devil's Triangle mysteries amount to a voluminous mass of sheer hokum, extrapolated to the *n*th degree.

Mysteries associated with the sea are plentiful in the history of mankind. The triangle area happens to be one of the most heavily traveled regions in the world and the greater the number of ships or planes, the greater the odds that something will happen to some.

Each holiday season the National Safety Council warns motorists by predicting how many will die on the nation's highways. They are usually quite accurate, but, no monsters kill people on highways, only mistakes.

Seafarers and aircraft pilots also make mistakes. Eventually scientists will separate fact from the fiction concerning the Devil's Triangle. Until then, we can only grin and bear the ministrations of madness offered by triangle cultists.

If you happen to be passing through the trangle while reading this article, don't bother to station extra watches to keep a wary eye out for giant squids. Better to relax and mull over the words of poet Henry Wadsworth Longfellow:

"Wouldst thou," so the helmsman answered,
"Know the secret of the sea?"
Only those who brave its dangers,
Comprehend its mystery. ⚓

Brotherhood of Seagoing Men

By Howard L. Rosenberg

The sea can be an unmerciful taskmaster. An engine breaks down, a fire starts in one of the holds, or a shallow reef rips the side out of a ship as if the hull were made of paper. These and many other types of mishap could make the crew of an ocean-going vessel totally dependent on their own skills and resourcefulness. Often, that is not enough.

There is a feeling of insignificance and helplessness expressed by sailors who survive fires and accidents at sea, plus an overwhelming gratitude to those who helped save their lives.

Recently, crews of three chartered or government owned MSC ships came to the rescue of seamen in distress adding one more chapter to the story of the brotherhood of seagoing men.

The twenty-third of April was a dismal day in the Marshall Islands of the South Pacific. Winds were 30 knots and there were 12 foot waves with eight foot swells. Localized squalls had cut visibility to only 200 yards as the rain pelted anyone unlucky enough to be out in the weather.

LCU 59 (landing craft, utility) a World War II vintage ship given to the Trust Territories following the war, was making her way toward Maja Island from Eniwetok Island carrying 60 tons of dynamite.

The Micronesian crew did their best to keep the LCU on course as the heavy seas buffeted the 120 foot craft. But, at approximately 6:30 a.m., the LCU was swamped and started to roll over.

The crew abandoned ship and took to four liferafts. Using an ultra high frequency (UHF) emergency transmitter, some of the men started sending distress calls which were picked up at the communications station on Kwajalein Island. Kwajalein radiomen notified an Army aircraft in the area that was diverted to the position the LCU crew had given.

At 2:30 p.m., the MSC-chartered C-4 cargo ship SS American Racer was heading for Kwajalein when the master received a message from the island base to change course and pick up nine people in a liferaft.

After plotting an intercept course, the navigator of American Racer estimated they would reach the survivors within three hours if they continued at a top speed of 21.5 knots.

An hour later, the American Racer contacted the Army aircraft and learned that there were four liferafts and 14 survivors instead of nine. The survivors included a woman and baby. After learning of their new position, the navigator estimated the Racer would reach the rafts at 6:30 p.m.

At 5:20 p.m., the American Racer crew picked up the Army aircraft 11 miles away on the ship's radar. Thirteen minutes later they sighted the plane. The pilot flew directly over the liferafts and turned on the aircraft landing lights to show American Racer the exact position of the lifeboats since they were hidden by swells.

The American Racer crew hung a 40 foot net over the starboard side along with two Jacobs ladders, boat ropes and heaving lines. Capt. Lawrence Pagano maneuvered his ship windward of the rafts and drifted toward them. The aircraft crew informed the survivors of the captain's intentions and at 6:12 p.m. the crew started helping the survivors aboard.

"The only real problem we had," said Captain Pagano, "was that one of the survivors was an 18-month-old infant and quite naturally was terrified and clutching his mother, making it difficult to get him aboard."

"The problem was solved quickly when four able bodied seamen climbed down the pilot ladder and passed the baby man-to-man up to the deck."

The entire rescue took only 17 minutes. "No individual did anymore than his routine job and it was a beautiful team effort," said Captain Pagano. "Our greatest accomplishment was that there were no injuries or loss of life."

The captain praised the aircraft crew saying, "I can't give enough credit to that Army plane. They were like homing pigeons leading us directly to the liferafts. Without them, finding the survivors in that sea would have been just dumb luck."

According to Captain Pagano, when he related the story of the rescue to a Coast Guard official in Hawaii, the man remarked, "It sounds like a smooth exercise drill!"

"And that's how we performed," said Captain Pagano. "Heroics are caused by foul-ups," he said. "No one had to jump over the side to fight off sharks; the men performed as they had been trained to do and no one did anything more than what was expected, including myself. The crew worked like an effective, cohesive unit, and that's what we've been training for."

In a second incident, the MSC-chartered tanker, MS Falcon Duchess, was eight days out of Point Molate, Calif. bound for St. Croix in the Caribbean via the Panama when she too received an urgent distress call—at noon on March 31. The power cruiser Friendship was proceeding toward Panama, but was losing fresh water due to an engine failure.

Friendship signaled that she had

enough water for 10 hours before she would be adrift and asked any small vessel heading south to provide water.

Quite a distance from Friendship's position, the Falcon Duchess continued on her course and all lookouts were informed of the distress call and told to keep an eye out for the yacht.

Several hours later, a lookout on the bridge sighted a small vessel off Punta Mala (Bad Point) near the entrance to the Bay of Panama. The Falcon Duchess radio officer contacted the vessel and asked her identity. After confirmation that she was Friendship, the radio officer asked if she needed a tow.

The Friendship master accepted quickly and Duchess crewmen began passing a tow line to the yacht. The owners of the craft out of Marina Del Rey, Los Angeles, Calif., William Walts and Harry LaFavor, sent their wives and two children aboard the Falcon Duchess while they remained on Friendship to steer during the tow.

Friendship had been having poor luck for days. Being stranded off Bad Point seemingly was just another incident and the crew had taken it in stride. The yacht's engine cylinder sleeve had cracked five days before and she couldn't make more than two knots. On March 29, the yacht anchored off a small, uninhabited Pacific island and the crew spent most of the day carrying water from a stream back to the boat.

Later that day she was given a tow by the research vessel Yaquina and shortly after her distress call on March 31, a Russian vessel, Anatoly Lunacharskity, gave her water and fuel which soon ran out.

Falcon Duchess towed the yacht through heavy seas to Balboa, Canal Zone. After thanks from the Friendship's crew, the MSC ship continued on her way.

Three days later, while the rest of the crew of MSC's tanker USNS Schuylkill were going about their routine duties at 8:20 a.m. April 2, Radio Electronics Officer John Flanagan was hurriedly trying to make contact with a burning tug. Heading for the Azores from Lake Charles, La., the MSC ship received an urgent distress call from the tug Frank Candies stating she was on fire and needed assistance.

Checking the tug's position, Capt. Melvin M. L'Esperance contacted the U.S. Coast Guard in San Juan, Puerto Rico via the ship's radiophone and was directed to the scene.

An hour later the captain spotted two flares roughly five miles away. Heading in the direction of the flares, the crew of the MSC ship soon spotted the stricken tug and the barge it was towing.

Captain L'Esperance wheeled his ship to within 100 feet of the barge and called to the crewmen who had abandoned the tug for the safety of the barge. They yelled back that all hands were safe.

Seconds later, explosions aboard the tug rocketed flames and debris into the air. Second Mate William Murphy pulled Schuylkill away and the crew prepared to launch a lifeboat.

Chief Mate E. Mergen, Third Mate James Walker, Second Assistant Engineer C. Rector, Third Assistant Engineer M. Roat, Able Seaman D. Gay and Ordinary Seaman F. Calvo scrambled into the lifeboat and were lowered into the water at 10:18. Fifty-two minutes later the captain and five-man crew of the Frank Candies were safely aboard Schuylkill.

Captain L'Esperance kept his ship within a half mile from the still-burning tug until the Coast Guard cutter Courageous arrived at 9:20 that night. Fifteen minutes later, a motor lifeboat from the Courageous carrying the crew of the Frank Candies was aboard the cutter and Schuylkill continued her voyage.

Survivors from the Frank Candies are brought to Schuylkill.

Sign On The Dotted Line

The first East Coast member of the reestablished Merchant Marine Naval Reserve was commissioned recently in ceremonies at Military Sealift Command headquarters in Washington, D.C.

John H. Andrews, 27, of Frostburg, Md., was sworn in as a lieutenant junior grade by Rear Adm. John D. Chase, MSC commander.

A former Navy enlisted man, Andrews was graduated from the Calhoon Marine Engineers Beneficial Assn. (MEBA) Engineering School in Baltimore, Md. in 1971. He joins a small but growing group of merchant mariners who will maintain close coordination with the Navy to develop greater merchant marine-Navy operational ability in time of war or national emergency.

Maritime union and government officials attended the ceremony including Roy Luebbe, director of the Calhoon engineering school; Arthur W. Friedberg, director, office of maritime manpower, Maritime Administration; Capt. Penrose L. Albright (USNR-R), a member of the Maritime Administration study group that helped develop the program and MSC civilian and military officials.

Andrews discusses program benefits with Arthur W. Friedberg, director of the office of maritime manpower, Maritime Administration.

Since his graduation, Andrews has sailed as third assistant engineer aboard both tankers and container ships.

Married to the former Patricia Warfield of Clarksville, Md., Andrews enlisted in the Navy at 17 after graduating from Lyndhurst (N.J.) High School. He was a machinist mate aboard USS Sacramento, a combat support ship that supplied Navy combatant vessels in Vietnam.

After separation from the Navy in 1967, he attended Seattle (Wash.) City College. At the time he was considering a career in law enforcement.

"I heard about the Calhoon school through a friend and because there was a shortage of marine engineers, I was able to get my license in two years," he said.

He met his wife while a Calhoon student. They married in 1971. She is presently studying for a master's degree in physical education at Frostburg State College in Frostburg.

Andrews' first ship was the Jacksonville, a Sea-Land container ship. He has sailed aboard the tankers SS Tampico, which ran between the Persian Gulf and Vietnam, and SS Hess Voyager, sailing coastwise between New Jersey and Gulf ports including the U.S. Virgin Islands.

"The MEBA newspaper Marine Engineer had a story about the reserve program and as a 'white hat' I always wanted to be an officer," Andrews said. "I remember that my executive officer aboard the Sacramento had a master's degree in zoology, and I'm at least a marine engineer so I thought I could help the Navy out. Another big reason for my joining was Navy retirement benefits. Maybe eventually I can get two pensions."

Members of the merchant marine program may retire with a minimum of 20 years total service and begin receiving retirement pay at age 60.

The program was so new when Andrews first became interested he had a difficult time getting information. "A recruiter in Cumberland, Md. said he would find out and he kept at it until he did. Finally I was accepted."

Andrews plans to do a bit of recruiting himself. "I talked to some of the other men on ships and they were interested but they couldn't get much information at sea. I'll hand out some brochures and see if I can get something going on my next ship," he said.

Meanwhile, on the West Coast, a chief mate with American Mail Line has become the nation's first naval officer to be enrolled in the new program.

George L. Cary of Bainbridge Island, Wash., was commissioned a lieutenant commander. A graduate of the U.S. Merchant Marine Academy at Kings Point, N.Y., Cary is a former lieutenant junior grade in the naval reserve.

This is Cary's third time in the naval reserve. He first joined as a seaman apprentice while attending Queen Anne High School in Seattle. Discharged when accepted for the

Merchant Marine Academy, he rejoined after graduating, this time as an ensign. He rose to lieutenant junior grade before resigning his commission.

Cary is a third generation mariner. His father skippers a reefer ship to Alaska on spring and summer runs, and his grandfather was co-founder of the Cary-Davis Towing Co. of Seattle (now Red Stack).

Cary has been with the American Mail Line about a year, and sailed previously with Red Stack, Sea-Land and States Marine. In 1967, he was a skipper of the Hala Ula, a Victory ship running to and from Vietnam.

He is currently sailing in American Mail container ships which, he says, "are the size of light cruisers and as fast. In Japan we can make three ports in three days."

Cary is married to the former Katherine M. Hubbell of Kelso and Seattle, and they have a 2-year-old son, Marc Anders Ryan Cary.

MSC Commander Rear Adm. John D. Chase hands his pen to Andrews after signing commissioning papers. Andrew's wife Patricia watches.

In The Winners Circle

Military Sealift Command's oceanographic research ship USNS Hayes and the SS American Ranger, under long-term charter to MSC, shared top honors in the national Ship Safety Achievement Awards Contest sponsored annually by the American Institute of Merchant Shipping (AIMS) and the marine section of the National Safety Council.

Four other government owned MSC ships also earned Jones F. Devlin awards for two and four years of injury-free sailing. These vessels are: USNS Bartlett, 1,664 days without a disabling work injury; USNS Norwalk, 887 days; USNS S. P. Lee, 830 days, and USNS Sunnyvale, 761 days.

The Devlin awards were presented on June 4 to MSC representatives at the Downtown Athletic Club in New York City.

The Hayes honor was the result of the October 1973 rescue of 36 persons from the burning Greek freighter Eurygenes in the North Atlantic. The survivors had abandoned the ship in the night and four of them were in the water. (The event was fully covered in the December issue of Sealift.)

Capt. Jacques C. Crampon, master of the Hayes, reportedly displayed outstanding seamanship in maneuvering the vessel. For his efforts Captain Crampon has been nominated for the 1974 American Merchant Marine Seamanship Trophy presented annually by a select committee of labor, management and government officials appointed by Robert J. Blackwell, assistant secretary of commerce for maritime affairs. Mr. Blackwell is committee chairman.

Hayes will receive a blue, green and white national safety pennant — symbolic of an heroic action at sea — in ceremonies now scheduled for early August.

American Ranger was awarded her pennant May 8 at Sunny Point,

N.C. where she was loading Department of Defense cargo for overseas military bases. The award recognized exceptional seamanship and courage shown by the master, officers and crew in a daring rescue of crew members from the sinking Canadian fishing vessel Calm Seas in heavy seas off Bermuda.

Citations to the officers and crew and the pennant were presented by James J. Reynolds, AIMS president, and Harry H. Howard, general chairman of the National Safety Council's marine section.

Capt. E. J. O'Donnell, master of the U.S. Lines SS American Ranger, accepts National Ship Safety Achievement pennant on behalf of his crew Safety Achievement Awards Contest. From left are Harry H. Howard, general chairman of the marine section of the National Safety Council; Captain O'Donnell; Kenneth W. Gundling, vice president of marine operations, U.S. Lines, and James J. Reynolds, president of the American Institute of Merchant Shipping.

The pennant was presented to the ship's master, Eugene J. O'Donnell and Kenneth W. Gundling, vice president for marine operations, United States Lines, owner of the ship.

American Ranger earned its honor January 20, a bitter cold day with 16-to-18-foot seas and gale-force winds. The U.S. Coast Guard radioed the Ranger, enroute from Sunny Point to Bremerhaven, to change course and go to the aid of the fishing vessel about 195 miles northeast of Bermuda.

The reported position, however, was based on a magnetic compass bearing. Magnetic compasses do not give true bearings unless they are in one of the rare places in the world where there is no variation between true and magnetic north.

Captain O'Donnell and his officers recomputed the fishing vessel's course from Halifax to Bermuda and determined the position could be 100 miles in error. The question was whether the Calm Seas position was accurate, or theirs. Captain O'Donnell chose wisely. He picked his own navigator's predicted position and the Ranger steamed directly to the fishing craft.

Calm Seas was sighted towing her work boat astern. Ranger was maneuvered into position and a line passed to the fishing craft. It was then that a life and death struggle developed. The line parted in the heavy seas and the fishing boat sank further. The men jumped into the boat and began to drift away. Another line was thrown to the boat, but a mountainous wave tossed the craft and again the line broke.

In the excitement, the skipper of Calm Seas collapsed from a heart attack. Ranger made another pass and got two lines to the boat which was hauled alongside and three of the five-man crew scrambled aboard by Jacobs ladder and cargo net.

Attempting to climb a ladder the skipper was washed into the sea. A crew member of the Ranger grabbed his hand but lost him and the captain drifted back to the boat. The two fishermen reached him but the sea wrenched him from their grips.

Abled Bodied Seaman James Davis then jumped from the Ranger and brought the ailing man to the ladder. Second Mate Kenneth J. Carlson, Jr. also went over the side to assist. After a line was fastened around the captain, all three were pulled aboard.

The story, however, has a tragic ending. The fishing vessel skipper died as efforts by the purser-pharmacist mate to revive him failed.

"It was one of the most heroic and well-executed rescues in the annals of American seafaring history," said Mr. Howard.

Other vessels receiving awards from AIMS and the safety council included American Export Lines' Defiance for a nighttime rescue of survivors of a burning tugboat. The crew of Farrell Lines' Austral Endurance was cited for containing a fire in the passengers' lounge and preventing a serious marine accident. Mobil Oil's Mobil Lube was honored in the tanker category for rescuing five persons from the sea on two occasions.

For the first time, a Great Lakes vessel, McKee Sons, owned by American Steamship, won a citation of merit for rescuing six men adrift in a lifeboat during a storm.

The Tremendous Trio

By Linda McDaniel

Three MSC employees, selected from a field of more than 4,000 seagoing personnel, have been named Military Sealift Command's 1973 Marine Employees of the Year. The awards, which recognize outstanding performance, went to First Officer John A. Whieldon, MSC, Atlantic; Purser Robert M. Jones, Pacific; and Radio Officer Joseph A. Foss, Jr., Far East.

First Officer John Whieldon was nominated for his role in a rescue effort which saved the lives of 36 persons forced to flee the burning Greek freighter SS Eurygenes after she caught fire last October.

As first officer on USNS Hayes, Whieldon commanded the lifeboat used in search and rescue operations in the North Atlantic.

In a letter notifying Whieldon of his selection, MSC Commander Rear Adm. John D. Chase said his "courage, alertness, and masterful seamanship played a large part in the exemplary manner in which rescue efforts were accomplished."

In further recognition of Whieldon's and fellow crew members' efforts, USNS Hayes won this year's special sea rescue award presented jointly by the American Institute of Merchant Shipping and maritime section of the National Safety Council. The award is given annually to U.S. flag ships performing outstanding sea rescues or other actions that illustrate exceptional safety training and maneuvering with overall crew participation.

Purser Robert M. Jones was selected from the ranks of MSC, Pacific to receive the coveted award for continually performing his purser duties in an outstanding manner. Jones was cited by the MSC commander for "professional competence, concern for fellow crew members, and devotion to duty."

During Jones' 30-year career, starting with MSC's predecessor, Army Transport Service, he has received many letters of commendation for similarly outstanding performance.

While on board USNS Harris County, Jones was commended for handling steward tasks after the ship's chief steward became ill. Another time, while assigned to USNS Breton, Jones performed administrative tasks for the USNS Coastal Crusader while at the same time fulfilling his own responsibilities.

Last year Jones received a letter of appreciation from the master and chief engineer of USNS Sea Lift. Signed by all the crew members, it said, in part, that Jones was "the single greatest morale builder aboard this ship."

Radio Officer Joseph A. Foss, Jr. earned his award for improving command communication techniques and his devotion to his job. While assigned to USNS Washoe County, Foss prepared numerous reports concerning communication conditions in the South China Sea and other Far East areas. Many resulted in recommendations that led to better communications.

Last year Foss was commended by D. I. Berney, who heads the MSC Office in Vietnam, for his help in solving office communication problems. Berney praised Foss for fabrication of an antenna field strength meter to help personnel repeak the tuning of radio equipment, saying Foss "greatly improved voice radio communications which contributed markedly to the accomplishment of the office mission."

An experienced and knowledgeable radio officer, Foss often has received plaudits from both Federal agencies and commercial organizations. An example was a message from the commander of Air Force's Pacific missile range who commended Foss for helping develop a sophisticated tracking system that receives and transmits video data during missile launches.

Whieldon, Jones and Foss have been presented MSC plaques, engraved with their names and inscribed "MSC Marine Employee of the Year."

CHANGES

J. William Middendorf II, composer of marches and symphonies and former banker, ambassador and political party official was sworn in as Secretary of the Navy June 20 by Secretary of Defense James R. Schlesinger. He was nominated on May 15 by President Nixon and confirmed by the Senate on June 6.

Middendorf has been acting secretary since April 8 when former Navy Secretary John W. Warner resigned to head the American Revolution Bicentennial Administration. Middendorf has been under secretary of the Navy since last August.

Another major Navy change will occur when Adm. Elmo R. Zumwalt, Jr., chief of naval operations (CNO), retires. He will be replaced by Adm. James L. Holloway, an aviator and current vice chief of naval operations.

Middendorf is a 49-year-old native of Baltimore, Md. and the first Navy secretary to hold a degree in naval science, which he earned at Holy Cross College. He also has a bachelor of arts degree from Harvard and a master's from New York University Graduate School of Business Administration.

He worked in the presidential campaign for Sen. Barry Goldwater in 1964 and served as treasurer of the Republican National Committee between 1964 and 1969. He was named ambassador to the Netherlands by President Nixon in 1969. As a composer he has written marches for the Navy, Marine Corps and Army and symphonies, one of them for Queen Juliana of the Netherlands.

Admiral Holloway, 52, is a native of Charleston, S.C. and a former commander of the nuclear-powered carrier Enterprise. He will be the first CNO to have commanded major nuclear-powered warships. A 1942 graduate of the Naval Academy, he was trained in nuclear propulsion in 1963 under a program established by Adm. Hyman G. Rickover.

J. William Middendorf II

Adm. James L. Holloway

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